

Intimations.

ESSETS FLUID
AGAINST THE PLAGUE.

What Pure Carbolic Acid will do in three hours, Essets Fluid will do in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

(WATKINS, CHOW-SUI).

These are important results proving the exceptional power of Essets Fluid, in fact, it is far superior to pure carbolic acid of the same strength.

WATKINS
LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, APOTHECARIES HALL, No. 62, Queen's Road Central, Hongkong.

FACTORY:—Mason's Lane. WAI KIN TAI YEUK FONG.

房藥大建威 Branches also at Canton, Shanghai, Hankow and Peking.

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street. FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, ESQ., K.C.

TRUSTEES: HON. J. H. STEWART, LOCKHART, C.M.G., G. B. DODD, ESQ., K. SHEWAN, ESQ.

SUBSCRIPTIONS:—Payable in Advance. \$7.50.....Per Half Year. \$1.50.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travel, Science, and Works of Reference; and it is hoped to maintain it up to date.

Intending subscribers are requested to apply to CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordinance Office, Hongkong, 28th December, 1901. [1413C]

WILLIAM MACLEOD, D.D.S., DENTIST.

Beaconsfield Avenue, Nos. 11 and 12, 2nd Floor. [774C]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT. \$5.50 per Cask of 375 lbs. Net ex Factory. \$3.30 per Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 1st June, 1901. [10]

To-day's
Advertisements.

CHINESE NEW YEAR HOLIDAYS.

NOTICE.

I, ANE, CRAWFORD & CO. beg to notify their Customers and the Public generally, that their Store will be CLOSED on SATURDAY and MONDAY NEXT, the 8th and 10th instants.

Hongkong, 5th February, 1902. [166d]

HONGKONG RIFLE ASSOCIATION.

THE Range will be CLOSED on SATURDAY and SUNDAY NEXT, the 8th and 9th instants.

On SATURDAY, the 15th instants, there will be a SPOON COMPETITION over the 700 and 800 yards Ranges.

Subscriptions for the Long and Short Range Cups will be received on the Range.

Members are reminded that the Annual Subscription is now due and may be paid on the Range or sent to the Honorary Secretary, MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 6th February, 1902. [31]

THE WANCHAI WAREHOUSE AND
STORAGE CO., LIMITED.

(IN LIQUIDATION).

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of this Company will be held at the COMPANY'S OFFICE, No. 5, Queen's Road Central, Victoria, in the Colony of Hongkong, on MONDAY, the 10th March, 1902, at 3 o'clock in the afternoon for the following purposes:—

1. To receive from Messrs. MEYER & Co. the former General Managers of the Company the accounts of the Company from the 1st January, 1901, to the 31st December, 1901, when the Liquidation commenced and discuss the same.

2. To receive from the Liquidator the accounts of the Company in Liquidation from the 31st December, 1901, and discuss the same.

3. To determine how a small credit balance shown in the said Liquidation accounts is to be disposed of.

4. To consider and if thought fit pass the subjoined extraordinary resolution namely:—

"That the books, accounts, documents and papers of the Company and of the Liquidator be kept in the possession of the Liquidator until the 10th March, 1902, and that then such books, accounts, documents and papers be destroyed."

J. G. SCHROTER, Liquidator. Hongkong, 6th February, 1902. [166d]

NOTICE.

NOTICE is hereby given that HO U TIN has CEASED to be our Comptroller and that no business can be arranged by him on our behalf. Also that no business can be arranged on our behalf by his son HO KWAN SOON or any other of his sons. All Outstanding Accounts due to us in Hongkong and in Canton should be paid here to us direct.

ABDOULLAH EBRAHIM & CO. Hongkong, 6th February, 1902. [166d]

For Sale.

NOW READY.

THE SPECIAL DESCRIPTIVE AND STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH." TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and Postage.

Hongkong, 2nd May, 1901.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

SPECIALITIES FOR THE SEASON.

PORT & SHERRY, OF THE FINEST QUALITY AND VINTAGE.

CHAMPAGNE, JULES MUNN & Co., a Wine for Connoisseurs.

WATSON'S
SCOTCH WHISKY.

COGNAC BRANDY, QUALITY GUARANTEED.

CLARETS, IMPORTED FROM THE BEST GROWERS, AND INCLUDING WINES FROM THE MOST CELEBRATED CHATEAUX.

CONFECTIONERY, OF THE HIGHEST CLASS IN GREAT VARIETY. IMPORTED FROM THE LEADING LONDON AND PARISIAN HOUSES.

CIGARS AND CIGARETTES, AND SMOKERS' REQUISITES, &c., &c., &c.

A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 6, 1902.

REUTER'S TELEGRAMS.

THE MAORIS AND THE WAR. LONDON, February 4th.

One thousand Maoris have volunteered for garrison and other duty anywhere in the Empire, and five thousand are available if needed.

HOLLAND AND THE WAR.

Mr. Balfour hopes to present the papers regarding the Dutch communication to Parliament to-morrow.

DEATH OF THE EARL OF MUNSTER.

The Right Honourable the Earl of Munster has been accidentally killed in South Africa.

LATER.

HOLLAND AND THE WAR.

The Marquis of Lansdowne replying to the Dutch Note concerning the Boers, said that it was impossible for Great Britain to accept the intervention of any foreign power, and though appreciating Holland's motives in the cause of humanity, she had decided that any negotiations must take place in Africa, not Europe, and between Lord Kitchener and the Boer leaders.

LOCAL AND GENERAL.

BAR SILVER has risen to 25½.

THE BUYING RATE for sovereigns has fallen to \$10.82.

EXCHANGE has risen one-sixteenth and now stands at 1s. 10d.

PRESSURE ON OUR COLUMNS forces us to hold over the continuation of the Canton Opium Case and other matter.

THE WATER ANALYSES for the month of January show that the water at Kowloon, Tsimshui, and Pokfulam is of excellent quality.

THE FIRST COMMONWEALTH FLAG of Australia to be flown in South China was probably the one hoisted the other day over the house boat of Mr. J. Barton, harbour master of Woohow. It is a pretty blue ensign with the Southern Cross in one corner of it and a large star in the lower portion.

THE MORTALITY STATISTICS for the week ended the 18th January showed that in the British and Foreign community the death rate was 21.7 as against 33.5 last year while for the whole Colony, excluding the Army and Navy, it was 11.6 as against 20.0 the same time last year and 1.71 the previous week.

HONGKONG RIFLE ASSOCIATION.—The Range will be closed on Saturday and Sunday next, but on Saturday, the 15th inst., there will be a competition over the 700 and 800 yards ranges.

THE FRENCH GUNBOAT STYX is going back to Saigon shortly, so at length Canton folk will be glad to know that the Hongkong and Canton steamers will have room to turn round in their harbour. She generally anchored in the centre of the river and always managed to get in the way of the steamers, to say nothing of junks and sampans.

LIEUT.-COMMANDER G. G. WEBSTER of the Robin is to have command of the Moerhen about the beginning of March. She is one of the biggest of the light draft river boats and will be engaged on the West River, so that the many friends of Lieut. Webster will have the satisfaction of knowing that the senior officer in those parts will still be with them.

CHINESE NEW YEAR HOLIDAY.—The Post Office will be entirely closed on Saturday, the 8th inst. (Chinese New Year). The Night Box will be kept open. On Monday, the 10th inst., the office will be open from 7 to 11.30 a.m. only to despatch the outgoing French mail. Correspondence posted up to 9 a.m. only will be sent out for delivery on that day. The Night Box will be kept open from 11.30 a.m. The Money Order Office will be closed on both days.

THE MEDICAL OFFICER OF HEALTH gave notice that he would more at to-day's meeting of the Sanitary Board a motion to the effect that the Board define that portion of the City of Victoria East of York Lane and Cleverly Street, and West of Glenelly, Wyndham Street and Peddar Street as districts within which the officers of the Board should make a house to house visitation for the purpose of cleansing and disinfecting the premises contained therein.

THE PROHIBITION OF GAMBLING at the race meeting with a view to the influx of coolies from China was considered at to-day's meeting of the Sanitary Board. The Colonial Secretary had written a letter to the Secretary of the Jockey Club stating that he was directed to inform him that with a view to checking the evils resulting from the serious overcrowding of the Chinese quarters of the City during the race meeting that the Officer Administering the Government had decided to entirely prohibit, as in the past two years, all gambling on the Race Course or its approaches during the meeting. This prohibition did not, of course, extend to the pari mutuel. The Police would be instructed to see that these instructions were fully carried out.

NO HONOURS.—There was no list of honours published on New Year's Day—for the first time in a great many years. No explanation is available from official sources, but it is understood that the reason for the decision is to be found in the mere accident of dates. The late Queen's birthday being on May 24, it was convenient that the conferment of honours in bulk should be made on that anniversary and on the first day of the New Year, and the lists were thus divided by, roughly, half a year. King Edward's birthday being Nov. 9, it would be obviously inconvenient to issue a list of honours on Jan. 1. It will probably be found ultimately that a good many of the events hitherto celebrated on May 24 will be transferred to Coronation Day, June 26.

THE RESULTS OF EXPERIMENTS with the Danyz method for the destruction of rats has been laid before the Sanitary Board. In a letter from the Local Government Board forwarded by the Secretary of State for the Colonies it was stated that the Danyz method had received practical trial in a number of places. At Hongkong, Sydney and the port of London experiments had been made, but not so far, with great success. The M. O. H. for Hongkong in a recent report stated that he was "not inclined to recommend its adoption by the Government on any extensive scale," while the Chief M. O. to the Government of New South Wales wrote in an official report that the method was tried at Sydney "without any useful results being obtained." The late M. O. H. for London stated the method had been tried in the Victoria and Surrey Commercial Docks "but no results have been observable, and to this extent the experiment was unsatisfactory." The Director of Public Works minuted the report to the effect that the use of the specific was, he thought, recommended by Prof. Simpson in his recent report, but the results obtained here as elsewhere did not give hope of its object being attained.

PING-PONG IN LONDON.—The finals in the Ping-Pong Tournament were played off on the 28th December at Queen's Hall. The average of play was much higher than in the recent contest for the championship at the Aquarium. There was not only a large entry for the tournament, but on each of the three days there were a great many spectators of the play. At six tables on the floor of the hall the competitors faced one another, and the "ping-pong" of the diminutive parchment or vellum rackets was heard incessantly all the afternoon. But the latest fashion in rackets is that they shall be of wood. These neither "ping" nor "pong." The name given to the pastime seems likely, therefore, soon to lose its meaning. Table tennis is a more euphonious title, though the game has not very much in common with either tennis or lawn tennis. One of the best players in the tournament was a little fellow of about 13, who got third place in the final. He was cat-like in his agility, and had one over-the-shoulder stroke that astonished everybody. One is inclined to think that a game at which a child can compete on equal terms with grown men cannot make much of a claim to be considered as anything but an occupation for the idlest, slackest hours.

COTTAM & CO., NEW HATS for the RACES.

CATS FOR CHINESE.—The Colonial Secretary had written to the Sanitary Board pointing out that it had been suggested it might be a good thing if the Chinese were encouraged to keep cats with a view to the destruction of rats.

THE LIME WASHING RETURNS for the fortnight ended the 1st inst. show that 651 houses had been limewashed, and 424 houses inspected out of a total number of 1329 houses in the Eastern district. In the Western district there had been one prosecution and a fine of \$7 imposed.

BOXING AT THE CITY HALL.

This paper has, as may be remembered, always taken the liveliest interest in any boxing contests that may be arranged, and while never sparing the contestants if unsatisfactory, at the same time we are unshrinking in our praise when we think it due. Last night's show comes under the latter heading, and Mr. Martin Pike is to be congratulated on bringing off the most successful exhibition we have yet seen in Hongkong.

Long before the time announced for the commencement the audience began to flock in, and by 9.15 the house from ceiling to floor was packed. Let it be mentioned that the audience was one that would not be dubbed fashionable by the snobocracy, being mainly composed of bluejackets and soldiers, yet by their behaviour right throughout, they set an example of decent, good conduct that many a better dressed crowd might imitate with advantage. A storm of applause and cheering greeted the appearance of Rear Admiral Grenfell, C.M.G., who took his seat at the ring side supported by a number of gentlemen from the Navy.

The first event was announced by Mr. Deveney (who acted as M. C. and well carried out the duties) as a four two minute round contest between Private Griffin and Gr. Harvey. Before proceeding he asked the audience to keep order and that any expression of opinion must only be made at the conclusion of the rounds not during them, as many a man had lost a fighting-will by being unable to hear the referee or timekeeper. He also announced that Mr. T. Christie had been agreed upon as referee, Mr. Hector Sampson as timekeeper, and Mr. W. Waters as judge for all the preliminary bouts.

Both men on entering the ring looked in good condition and were fairly evenly matched as to weight. Harvey was the taller and had the reach of Griffin, moreover he knew more. We do not attempt to take this event seriously, as it could not be called a fight, and Griffin certainly was not sufficiently schooled to make it an exhibition of science. During the four rounds Harvey was doing the leading and getting home on Griffin repeatedly, but due care was taken that no damage was done on either side. At the conclusion Mr. Waters gave it as a draw and rightly so, but from what we know of this gentleman, he would have had quite a bit to say if asked for his opinion of the exhibition.

The next item was a six-two-minute contest between Sam Woods of the T. B. D. Otter and George Lindon of the Pique.

Round 1. On shaping up Lindon showed the more taking style and got on to his nifty, getty opponent, who returned with interest. Lindon's foot work was distinctly good and he proved himself one of the natiest boxers we have yet seen.

Round 2. Lindon leading, and at half arm work much the cleverer. Woods standing up to his man and taking his punishment smiling. Round 3. The tide of the battle took a turn and Woods seemed to improve as he went along. Lindon's pretty action was of no avail against the heavy hitting of his sturdy opponent. Woods got in well-judged, body blows that made Lindon wince, but the latter's science stood him in good stead and time was called with Woods making up his points.

Round 4. Both men fenced carefully for an opening, Woods bent on mischief and Lindon keeping away. The little man was not to be denied and again got in one or two good body punches. Round 5. Woods went in to mix it and showed that he was much the heavier hitter. Lindon hanging out signals of distress. Woods had now a comfortable lead.

Round 6 and last. Lindon leading at the head and Woods countering on the mark. Both men sparring carefully, but Woods scoring.

The judge at the finish could not decide and ordered a further round, that was, after some discussion, fixed to be two minutes.

Woods went right into his man from the jump and, although Lindon stood him off, he followed up and scored repeatedly. Lindon's foot and head work were excellent but he was unable to defend his body.

Mr. Waters gave the verdict to Woods amidst applause. Mr. Deveney announced that Petty Officer Vernon was unable to be present and the next contest would be between Stoker Munday of H. M. S. Pique and Seaman Campbell.

Munday announced his willingness to box any man in the Colony at 9 stone 8 lbs.

Round 1. Munday was the taller, but Campbell was of a very useful make. Both went at it right from the call of time and gave as willing a display as has been seen in the City Hall.

Round 2. At it again hammer and tongs and standing well up to each other fought themselves almost to a standstill. Nothing between them.

Round 3. Munday was principally paying attention to the body, but Campbell was coming strong and beginning to take a decided lead.

Round 4. and last.—Both lads tired but full of grit. Campbell appearing to have lasted better and continually getting home on Munday. Decision for Campbell although in our opinion there was mighty little between the two.

The event of the evening then came about after an interval of five minutes. Deveney read COTTAM & CO., THE RAGLAN OVER-COAT for the RACES.

the articles of agreement from the front of the stage and again asked the audience to keep perfect order.

It was agreed that Mr. Downs should be referee, Mr. Hector Sampson timekeeper with Messrs. Bailey and Waters as checks. Smith was attended by Christie, Webster and Avery in his corner, while Bentley had his usual contingent. Bentley looked a trifle light about the upper structure but was evidently in good fettle, but Smith was not in the condition he should have been.

Round 1. Both eager, and heavy fighting the order of the day. Bentley was the smarter and repeatedly landed, using both hands with good effect. Smith appearing to rely on a swinging right that Bentley had no difficulty in avoiding.

Round 2. Bentley leading, Smith replying with left arm upper cuts that seldom reached their mark. Bentley getting in some good lefts on the mark that would have put out a less harder case than Smith.

Round 3. Bentley forcing and Smith napping it always. But much as Bentley punished him, Smith came again strong and willing.

Round 4. Smith started dodging and diving down with his shoulder into Bentley who endeavoured to upper cut him on every occasion. Bentley was leading for the head and landing on the face with those peculiar chop down lefts of his. Smith was savage and swinging wildly, but Bentley side-stepped and avoided.

Round 5. The going had been fast and furious and both sparred for a few seconds for wind. Nothing of importance during the round.

Round 6. Bentley landed on the face with the left and got away from the exchange, Smith also showing well with a left upper hand swing, but suffering from bellows to mend. Bentley was fighting well within himself, judging this distance and timing his blows well. Smith pumped.

Round 7. Bentley still leading and getting Smith in the face with his left all the time, varied with a swinging right now and again. Smith was taking it all and appeared little the worse for it.

Before the commencement of Round 8. Smith announced that he would have to give in and, showed that his right thumb had been knocked back rendering his hand useless. Decision for Bentley.

It was most unfortunate that the accident should have happened, as we are still undecided as to who is the better man. Bentley is immeasurably the superior in science, and fights with his head, but it is an open question whether Smith can take all Bentley could give him and a little more. If the whole fifteen rounds of the contest had been fought, Bentley must have won on points.

In conclusion let us again congratulate Mr. Martin Pike on his management and we feel assured that while such good sportsmen as Messrs. Bailey, Waters, Sampson, Downs, Christie and others will act in these tournaments, we shall have good, straight meetings and a favourite sport will be fostered.

THE "NANNING" AFFAIR.

FURTHER DEVELOPMENTS.

It is very evident that the Chinese authorities did not intend that the Nanning shooting incident should be passed without some punishment being meted out to those who are stated to be responsible for the outrage. The other morning, while passing through the Sai Wan district, Captain A. W. Dixon, of the Sai Nam, saw two French gunboats and half a dozen junks full of native soldiers anchored just off the shore. Upon getting nearer and bringing his glass to bear on the scene he found that a small village in the centre of the silk district was in flames, while about 200 Chinese soldiers had landed and, with the aid of bamboo poles, were busily engaged in feeding the flames and seeing that the fire did not lack in its work. In a small creek hard by several sampans lying at anchor were also in flames.

On making inquiries from the Chinese, Capt. Dixon was informed that the village had harboured pirates, chief among which was supposed to be the gang responsible for the shooting causing injury to passengers on the stern-wheeler Nanning. The village was consequently destroyed and the pirates ejected.

FRENCH ACTIVITY IN THE SOUTH.

To those who are best able to judge it is very evident the French are steadily plodding away in Southern China and while others rest, are slowly but surely establishing a firm foothold on Chinese soil. One of their latest movements calling for comment will come as a surprise to many. At the south of Shun Tak, on the West River, and in the centre of the silk district, is a very anti-foreign place, known as Yunkai, and a conspicuous object there for some time past has been a large matchbox. This was taken down the other day and in its place stood a fine miniature Canton Cathedral. It is a building with two spires, built of yellow stone and capable of seating about two hundred people. On inquiring from native sources a correspondent was informed that it was built by the French to replace one that had been destroyed some time before. But it is rumoured that no less than fifteen similar churches are to be built in the Delta for the French priests. If things go on at this rate South China will soon be conspicuous for its pawnshops and French cathedrals.

A SUGGESTIVE INCIDENT.

The other day a reliable correspondent saw a steam launch at San Wan flying the French flag and towing a junk load of Chinese soldiers through the Delta. Surely we have not returned to the days of the press gang or is it a case of "our brothers in arms."

COTTAM & CO., NEW SCARVES and TIES for the RACES.

Millinery.

A
SPLENDID SELECTION
OF

FASHIONABLE MILLINERY,

JUST UNPACKED

AND NOW ON VIEW IN OUR SHOW CASES.

WM. POWELL, Ltd.

Hongkong, 6th February, 1902.

[955C]

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.

Hongkong, 24th Jan. 1902.

[955C]

becoming more dangerous. Six weeks before the Chesterfield speech, the ex-Premier bid fair to be completely forgotten.

THE RISE OF MR. CHAMBERLAIN, the very bitterness of malicious attacks made upon his public and private character, the vile insinuations of the repulsive press of Europe, and the outrageous language of the Pro-Boer organs in this country made of the Colonial Secretary perhaps the most prominent figure in the political world. Incidentally also, these things troubled, centred his popularity. His enemies made for Mr. Chamberlain a position he might never have attained in other circumstances. Lord Rosebery had to come forward, or suffer a complete eclipse which would have jeopardised his chances of stepping into Lord Salisbury's shoes. Chesterfield was the result. The question which he has now to answer is whether he will hurt himself less by becoming allied to a party now, or by losing the trust of the people, who do not love a man of uncertain attitude.

The more general opinion, so far as I am able to gauge it, is that further hesitancy will be required by the bulk of electors as failure to play the game, and will lose Lord Rosebery the future support of the country; already one hears with frequent recurrence, the tell-tale sentence—

"NO ONE CAN BE SURE OF LORD ROSEBERY."

Nevertheless, bearing in mind the temperament of the Earl, his natural tendency to temporise as far as possible, and his long withdrawal from that arena of strife which drives men in spite of themselves into prompt decision, and immediate action, I am inclined to think that Lord Rosebery will not yield to the representations of his followers, and accept the position of leader of the official opposition, unless an influence which cannot be used lightly for party purposes, but may be thrown into the scales where the national good is at stake, be brought to bear upon him. There is, at present, no indication that in the most exact circles Lord Rosebery's prospective attitude is regarded as of such serious consequence.

THE NEWFOUNDLAND FISHING PROBLEM is once more to the fore. The Colonists protest against any renewal of the existing *modus vivendi* in which they have acquiesced the last two years in order to avoid making difficulties for the home Government, while the Transatlantic War was still giving trouble. But now, with peace in sight, the outlook is different, and the Newfoundland people cry with no uncertain voice for a permanent settlement of the recurring difficulty with the French fisher folk.

It is not as if these aliens confined themselves strictly to the concessions granted to them in the Treaty of Utrecht, wherein the British Government agreed to allow French subjects to fish and dry cod on the coast of the "Petit-Nord," as it has been the custom up till then.

They claim the exclusive right to catch and can lobsters on their shore, on the ground that lobster is fish. But as a writer in the *Nineteenth Century* is at pains to point out the word "poisson" never occurs in the Treaty of Utrecht, but where fish is referred to it is always as "morue," which cannot be strained into covering any marine animal, other than cod. To assume that the "French Shore" ought to be left uninhabited, because no Englishmen have the right to settle there, was the next and most remarkable proposition. The result of the *modus vivendi* now in operation is the absolute.

STAGNATION OF NEWFOUNDLAND TRADE, as all British subjects are compelled, on the coast of this British Colony, to yield to French subjects, and are even without the right to build a pier or dock for the shipment of the tons of ore which lie waiting transport. And moreover, the French industry, while it ruins the Colony by opposing barriers to commercial activity, does not itself pay the men engaged in it, who are only kept on the coast at all by heavy bounties. The cod fishery is nearly exhausted, the lobster catch decreasing yearly, and the situation may be summed up as dog-in-the-manger.

A former and most successful Governor of Newfoundland is of opinion that the matter is fully susceptible of diplomatic arrangement. The danger probably is, lest the exasperated colonists, weary of the seeming indifference of the Home Government, which has left all their representations during the last nine months without so much as an acknowledgment, should take the law into their own hands, and put an end to the situation un-diplomatically.

A highly-educated Frenchman, an extensive land-owner and a man of remarkable intelligence, in discussing

ANGLO-FRENCH RELATIONS with me a few days ago, remarked that he did not think any difference existing between the two countries at the present time (including Newfoundland) would bring about a war, which neither nation desired. He assured me that, all the frothy utterances of the newspapers notwithstanding, there is no deep dislike of England in France. "We do not care at all about the Boer war—there is, of course a sentiment in favour of the smaller people, but as influencing the educated classes against your country, it certainly has long ceased to do so, even if it ever did." I asked him what he heard among his Pro-Boer acquaintances as to the alleged barbarities of British troops, and he laughed: "They are never mentioned at all. Surely you do not suppose anyone but *canaille* give care to such tales. We laugh at your foolish jealousy, but when we read what German papers say about your ill-treatment of the Boers—we remember 1870, and we say that criticism comes ill from the lips of those men whose General Army Orders are still available for inspection by those who believe in the tenderness of the Gentle German."

GIRAULT NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, CROQUET, &c. &c.

My informant told me that the matter upon which Frenchmen animadverted most strongly was the annexation of the two colonies before the conclusion of hostilities, adding that the impression abroad was undoubtedly that we intended hereby to make all burghers *de jure* rebels, in order that we might make a great show of tolerance by pardoning the majority later on.

My informant, though not himself connected with the Navy, had been permitted to attend a sub-marine trial test and he felt very confident that in France's next war her large fleet of submarines would play a leading and decisive part. This view does not obtain at our Admiralty, as I explained in a previous letter.

SPEAKING OF THE FRENCH NAVY reminds me that a book entitled "Les Maritimes" is making a considerable stir across the Channel, at the present time. I have not been able to obtain a copy, but learn that it is written by a naval officer and is intended to show how corrupt and morally rotten are the higher ranks of the service. Without a very considerable knowledge of the antecedents of the accused such attacks are of no special interest or value, but on one particular point alluded to by the writer, I have recently received independent confirmation. He asserts that many commanders sanction the shipping of inferior coal at best prices, and pocket the difference. The contractor is further allowed to deliver short weight of the inferior article in order to make a profit, and encourage him to maintain a silence, advantageous to both parties. It is not, however, conceivable that the practice is at all general in a Navy with the high traditions of the French Fleet. The author of "Les Maritimes" has been cashiered for his daring publication.

The Indian Government will speak with no uncertain voice on the subject of the

MAIL CONTRACTS BILL

now before the Federal Parliament of Australia, if its utterances are to satisfy the Indian Chambers of Commerce. These bodies urge that a strong project should be entered by the Home authorities against legislation aimed against Asiatic labour beyond the limits of Australian jurisdiction. It will be remembered that the bill proposes to forbid the Government to enter into postal contracts with any shipping line which employs Lascars. It is doubtful if the Royal Assent will be given to an article which in itself so monstrous an interference with the liberty of the subject, and which differentiates, on colour lines, between the sons of the Empire. Seventy thousand Lascars are at present employed in ocean steamers, and on what possible ground, the Australian, or any other local Government can arrogate the right to order their dismissal, it would be difficult to imagine. It is not proposed that any coloured seamen should be suffered to land or remain in Australia, and the claim to control arrangements external to the Commonwealth, can only be attributed to ignorance, or inexperience in the larger issues involved in national, as distinct from small colonial policy. The Australian Government is grievously disappointing its best friend in this country by its childish and retrograde action.

Leaving legislation aside however, the Australians are showing themselves at their best in the plucky fight they are making of the second Test Match, which now bids fair to be a victory for them. The double collapse which enabled two complete innings to be played on the first day at Melbourne and the fall of five wickets in a third, made quite a sensation in London, where most sportsmen opined that with an improved wicket for Mr. MacLaren's team's second try, an easy victory would be added to the other initial success at Sydney. Friday's play, however, which left the Englishmen with 405 to make, and saw five wickets fall for about 150 reminded us, if reminder were needed, that the days when Colonial eleven could not play a losing game are long past.

From America there comes tidings of an invention likely

TO REVOLUTIONISE THE COTTON INDUSTRY, and much excitement prevails in Lancashire, where, however, few particulars of the process are certainly known. The invention is characterised as the greatest step forward, that the industry has made since the introduction of the "gin" and enables growers to do away with six separate operations and the machinery required for them, in the delinting and hulling of seeds, and the extraction of the oil. The adoption of the process will, it is stated, save growers no less than £7,000,000 annually, but these figures lack confirmation, and are probably exaggerated.

THE BETTING EVILS AT ETON, which have for some time past occasioned some parents desirous of sending sons to the historic College, much anxiety, have come to a head, and two racing agents have been arrested for sending circulars to the boys. Although this is only one side of what has become a real scandal (for much betting is done in the streets by boys who watch for the students as they pass from their houses to the school and playing fields) it is to be hoped that the determined action of the authorities, supported by the police acting under the Betting and Loans Infant Act, will put an end to the whole trouble. Many people are afraid to expose their young sons to temptation by sending them to Eton at the present time, a most regrettable state of affairs.

Intimation.

CLARK'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

GIRAULT, ORYSTALLIZED FRUITS, ROSE, MARGON'S GLACES a most Splendid Assortment. 1902

Hotels.
THE CONNAUGHT HOUSE,
QUEEN'S ROAD.
The most comfortable family Hotel in Hongkong.
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE

Hongkong, 7th December, 1901.

J. H. WAINWRIGHT,

Manager.

[1339c]

GO TO THE KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.

J. LACOCK.

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.
The strictest supervision as to food, and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.

Intimations.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 12th Feb., 1902, at twelve o'clock NOON, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending December 31st, 1901.

The Register of Shares of the Company will be CLOSED on MONDAY, the 3rd Feb., to WEDNESDAY, the 12th Feb. (both Days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to the Hongkong Land Investment and Agency Co., Limited.
Agents for the Kowloon Land and Building Co., Limited.
Hongkong, 28th January, 1902. [116d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1901.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th January, 1902. [117d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 1st to the 15th day of February, (both Days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th January, 1902. [118d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Quay, on MONDAY, the 24th February, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 24th February, both Days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 31st January, 1902. [130d]

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY ANNUAL GENERAL MEETING of the National Bank of China, Limited, will be held at the BANK PREMISES, Queen's Road, Victoria, Hongkong, on SATURDAY, the 1st March, at NOON, for the purposes following, namely:—

To receive and consider statement of accounts and balance sheet to 31st December, 1901, the reports of the Directors and Auditors thereon, to elect Auditors, and transact the other ordinary business of the Company.

The TRANSFER BOOKS and REGISTER of MEMBERS of the Company will be CLOSED from the 15th day of February to 1st March, 1902, both Days inclusive.

By Order,
GEO. W. F. PLAYFAIR,
Chief Manager.
Hongkong, 31st January, 1902. [131d]

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and salary required to
DIRECTOR OF PUBLIC WORKS,
SANDAKAN.

[131d]

12th February, 1902.

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

[131d]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"SUNGKIANG"	13th February.
IOILO and CEBU	"KAIFONG"	14th February.
MANILA	"OHANGSHA"	20th February.
SINGAPORE, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	20th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"ULYSSES"	10th February, 1902.
"	"TYDEUS"	15th "
"	"ANTENOR"	20th "
"	"CALCHAS"	25th "
"	"NESTOR"	6th March, "
"	"DARDANUS"	12th "

HOMEWARDS.

STEAMERS.	DUE.
"IDOMENEUS"	18th Feb., 1902.
"AJAX"	4th March, "
"ULYSSES"	15th "
"ANTENOR"	25th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

STEAMERS.	DUE.
"TANTALUS"	15th Feb., 1902.
"TYDEUS"	15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for PORTLAND (OR.) on or about the 20th February.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 6th February, 1902. [1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI.....	"DAIGI MARU"	T. Kihano	MONDAY, 10th February.
FOR FOCHOW.....	"ANPING MARU"	K. Sdzuki	WEDNESDAY, 12th February.
FOR TAMSUI.....	"DAIJIN MARU"	T. Ogata	SUNDAY, 16th February.
FOR ANPING.....	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 19th February.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 5th February, 1902. [1379c]

TOYO KISEN KAISHA.
(ORIENTAL S.S. Co.)REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's well-known Steamship
"ROSETTA MARU"
3,876 Tons.
Captain Tate, will be despatched hence for MANILA, on or about MONDAY, the 17th instant, at Noon.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.
For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
No. 6, Ice House Street,
Corner of Des Vaux Road, 1st floor.
[1380c]

Hongkong, 6th February, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON,
COLOMBO, ADEN, SUET, PORT SAID,
FUME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS,
TO SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE AND ADRIATIC PORTS).
THE Company's Steamship

"CHINA"
Captain Mosca, will be despatched as above on TUESDAY, the 18th February, P.M.
This steamer has capital accommodation for passengers. Electric light. A doctor is carried.
For Information as to Passage and Freight, apply to
SANDER WIELER & Co.,
Agents.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE"
Captain McArthur, will be despatched as above on THURSDAY, the 27th instant, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions. Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric light.
A Stewardess and a duly-qualified Surgeon are carried.
N.Z. Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"PERLA"
Captain Geo. I. Blackland, will be despatched for the above Port, TO-MORROW, the 7th instant, at Noon.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 6th February, 1902. [146d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN"
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 11th instant, at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LAIRDALE & Co.,
General Managers.
Hongkong, 5th February, 1902. [146d]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship

"GLENHARRY"
Captain J. S. Stevenson, R.N.R., will be despatched as above on SATURDAY, the 15th February.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 28th January, 1902. [146d]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Sunday, 10th Feb. 28

THE Steamship

"STRATHGYLE"
will be despatched for SAN DIEGO AND SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 28th February.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required to accompany Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further Information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 24th January, 1902. [107d]

Intimations.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and ORFÈVRES.

NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition,
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 4 & 6, Queen's Road Central. [132]

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the
CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED
AND FIXED. DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Price on Application. [135c]

WANTED.

IN KOWLOON, Three Rooms with use of
Kitchen and Bathroom; or to share a
house.

Apply to

"F.E.S."
C/o H.K. Telegraph Office.

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864,
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERNI, &c.

REPAIRS OF WATCHES AND CLOCKS
by competent European experts at
Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [1326c]

WO SHING,
PRINTER, BOOKBINDER
AND
RUBBER STAMP
MANUFACTURER.

Moderate Prices.
No. 20, POTTINGER STREET.
Hongkong, 28th January, 1902. [142d]

HONG SING,
& Despatched Agents.

ENTIRELY NEW STOCK of the Newest
Patterns in Cloths, Canvas, and
Ducks. Complete Gentlemen's Outfitters.

Intimations.

EDUCATION:
WEL-LAI-WEI SCHOOL.

A NEW ENGLISH SECONDARY SCHOOL
where a thorough all-round education is
provided on modern lines.
Pupils prepared for the Public Schools; the
Royal Navy, and for commercial life.
Bracing climate. Healthy situation, facing
South.
Next term begins February 1st.

PRINCIPALS:—
HERBERT L. BEER, London University, L.C.P.,
formerly Assistant Master of Truro College, Cornwall.
CHAS. E. BEER, London University, L.C.P.,
late of Queen Elizabeth's Grammar School, Blackburn,
Lancs.
4th January, 1902.

NEW VICTORIA HOTEL.

ROTISSERIE,
Meats à la Carte.
CHOPS, STEAKS, etc., etc., at any time,
between 7.30 a.m. and 11 p.m.
Monthly Table at Moderate Rates.
Madur & Farmer,
Proprietors.
Hongkong, 2nd September 1901. [1958c]

LEVY HERMANOS.
DIAMOND, MERCHANTS, JEWEL-
LERS and WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

J. EYES
FLUID
SOAP.
DISINFECTANT
SOAP.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1902. [21]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 11th May, 1902. [148]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-house Road.

Is now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1901. [145]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central,
Hongkong, 3rd January, 1902. [126]

GRIMAULT'S SYRUP

OR
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-
sumption, Chronic Cough, or
Golds and those affected with diseases
of the Chest, Lungs and Bronchial
Tubes, should take
GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.
Prescribed by the leading medical authori-
ties in all countries for the last twenty-
five years with the greatest success, it
continues to retain its reputation where
all other medicines have failed.
Grimault's Syrup immediately arrests
the Cough, soothes the inflamed
throat, and the Appetite improves rap-
idly—a fact soon demonstrated by an in-
crease of weight and healthy appearance.
Grimault's Syrup has a rose colour,
and is sold in flat oval bottles. Beware
of imitations.
GRIMAULT & Co. Paris. Sold in all Chemists.

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS are RESPONSIBLE for any
BILLS OF LADING for Goods or
the following Vessel during her stay in
Hongkong Harbour:
"CELESTE BUREAU," British ship, left—Order
HELEN H. WYMAN, American ship, Vapour

Masonic.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above
LODGE will be held at the FREE
MASON'S HALL, Zetland Street, TO-MORROW,
the 7th February, at 8.30 for 9 p.m., precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 27th January, 1902. [142d]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES. SIEMSEN & Co.
Hongkong, 29th May, 1897. [25]

Consignees.

TOYO KISEN KAISHA.
NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 3rd February, 1902. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Arcadia.
From Australia, ex S.S. Victoria.
From Calcutta, ex S.S. Sonnet.
From Persian Gulf, ex B.L.S.N. and B. & P.
S. N. Co.'s Steamers.

Goods not cleared by the 9th instant, at 4
p.m. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damage Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd February, 1902. [14]

FROM HAMBURG, BREMEN, ROTTER-
DAM, COLOMBO, PENANG AND
SINGAPORE.

THE Steamship

"SITHONIA,"
Captain Rürden, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Underwritten and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 9th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th instant, at 4 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 3rd February, 1902. [147d]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON AND
STRAITS.

THE Steamship

"GLENARTNEY,"
having arrived from the above Port, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 10th instant, will
be subject to rent.
No Fire Insurance has been effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Co. within ten days
after the steamer's arrival, after which no claims
will be recognised.

MCGREGOR BROS. & GOW,
Hongkong, 4th February, 1902. [161d]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & Co. LIMITED,
Agents.

RUSSIAN NAVAL MANOEUVRES

A special correspondent from Port Arthur,
says an Osaka contemporary reports that the
Commander of the Russian Squadron in the
Far East is planning a great naval manoeuvre
in the waters of Southern Korea, as soon as
the ice disappears, when 14 vessels, con-
sisting of the Vladivostok, Port Arthur and
Volunteer Fleets, together with a number of
torpedo-boats are to be put on exercise. The
commander is stated to have requested from
his home Government an outfit of 1,800,000
roubles for this purpose. The new mode of
firing torpedoes invented by Captain Pronsky
will be tried on the occasion, and at the con-
clusion of the manoeuvres the fleets will cruise
along the coasts of Korea, North China and
Japan.

THE YAH LOONG COTTON
SPINNING CO. LD.

THE CONCERN WOUND UP.

An extraordinary general meeting of share-
holders in the above Company, was held on
31st ult. at the offices of Messrs. Fearon,
Daniel & Co., Shanghai. The meeting was
called for the purpose of confirming the ap-
proved resolution, which had been passed at
an extraordinary meeting of the Company held
on the 15th January:—

"That in view of the Company's property
having been sold by order of the Mortgagees,
and the assets being insufficient to carry on the
undertaking, the Company be wound up volun-
tarily, and that Messrs. J. S. Fearon and J. R.
Twentyman be, and are hereby appointed,
liquidators for the purpose of such winding up."
Mr. Fearon presided, and there was a full
quorum of shareholders present.

The Chairman explained the object of the
resolution, and formally proposed its adoption.
This resolution was seconded and carried.
This is the final resolution for the winding
up of the concern.—M. C. D. News.

Shipping.

Arrivals.

CHIYO MARU, Japanese steamer, 1,240, Nos-
hahima 5th Feb.,—Chefoo 28th Jan.,
General.—Chinese.

HINSANG, British steamer, 1,537, P. M. B.
Lake, 6th Feb.,—Moji 31st Jan., Coal-
Jardine, Matheson & Co.

RADLEY, British steamer, 1,984, M. Tallach,
6th Feb.,—Wellington 10th Jan., Coal-
Senior Naval Office.

TIGER, German gunboat, 900, V. Mittelsaedt,
6th Feb.,—from a cruise.

NANSHAN, British steamer, 1,299, H. N. Holton,
6th Feb.,—Sourabaya

Post Office.

A Mail will close:-

For Canton—Per *Forman*, to-morrow, the 7th instant, at 11 A.M.
 For Hong Kong, Yokohama, Victoria, (B.C.) and Tacoma—Per *Georgie*, to-morrow, the 7th instant, at 11 A.M.
 For Manila—Per *Perla*, to-morrow, the 7th instant, at 11 A.M.
 For Manila—Per *Loonang*, to-morrow, the 7th instant, at 11 A.M.
 For Saigon—Per *Tuichong*, to-morrow, the 7th instant, at 11 A.M.
 For Macao—Per *Huengshan*, to-morrow, the 7th instant, at 11 A.M.
 For Shanghai—Per *Glenartney*, to-morrow, the 7th instant, at 3 P.M.
 For Kunchuck and Samsui—Per *Tung-kong*, to-morrow, the 7th instant, at 3 P.M.
 For Canton—Per *Fathin*, to-morrow, the 7th instant, at 5 P.M.
 For Takao—Per *Keelung Maru*, to-morrow, the 7th instant, at 5 P.M.
 For Europe, India, via Tuticorin—Per *Laos*, on Monday, the 10th instant, at 11 A.M.
 For Shanghai, Yokohama, Victoria, (B.C.) and Seattle—Per *Tora Maru*, on Monday, the 10th instant, at 3 P.M.
 For Amoy and Foochow—Per *Haitan*, on Tuesday, the 11th instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, R.C. and Vancouver—Per *Empress of India*, on Wednesday, the 12th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, on Wednesday, the 12th instant, at 5 P.M.
 For Manila—Per *Singhaling*, on Thursday, the 13th instant, at 4 P.M.
 For Singapore, Penang and Bombay—Per *Borndia*, on Friday, the 14th instant, at 11 A.M.
 For Europe, India, via Tuticorin—Per *Paramatta*, on Saturday, the 15th instant, at 11 A.M.
 For Europe, India, via Tuticorin—Per *Hamburg*, on Wednesday, the 19th instant, at 11 A.M.
 For Manila, Singapore, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Thursday, the 20th instant, at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenia*, on Wednesday, the 26th instant, at 11 A.M.

EXCHANGE.

Hongkong, 6th February.
 ON LONDON, Telegraphic Transfer 1/10
 Bank Bills, on demand 1/10 1/16
 Credits, 4 months' sight 1/10 7/16
 Debits, 4 months' sight 1/10 9/16
 ON BERLIN, (demand) M. 1/87 1/2
 ON PARIS, Bank Bills, on demand 231
 Credits, 4 months' sight 235
 ON NEW YORK, Bank Bills, on demand 44 1/2
 Credits, 30 days' sight 45 1/2
 ON BOMBAY, Telegraphic Transfer 136 1/2
 On demand 137 1/2
 ON SHANGHAI, Telegraphic Transfer 721
 Private 30 days' sight 721
 ON YOKOHAMA, T.T. 10 1/2
 Sovereigns, Bank's Buying Rate 80 1/2
 Gold Leaf too touch, per tael 55 1/2
 Bar Silver 25 1/2
 Dollars 25 1/2

RIVER STEAMERS, SCHOONERS, AND LOCHAS.

Fathin, British steamer, 1,425, Lossius—Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,372, H. D. Jones—Hongkong, Canton, and Macao Steamboat Co.
Powam, British steamer, 1,873, A. N. Patrick—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd—Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence—Tai On Steamship Co.
Pak Kong, British steamer—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.—Chinese Owned.

Hongkong and Macao.

Huengshan, British steamer, 1,055, W. E. Clarke—Hongkong, Canton and Macao Steamboat Co.
 Macao and Canton.
Lungshan, British steamer, 141, G. F. Morrison, R.N.R.—Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 583, R. J. Mackenzie—China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas—Hongkong, Canton and Macao Steamboat Co.
Sainam, British steamer, W. Dixon—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
 AMERICA MARU, Japanese steamer, 3,460, P. H. Going, 2nd Feb.—San Francisco 25th Jan., via Honolulu 11th, Yokohama 25th, Kobe 26th, Nagasaki 28th, and Shanghai 31st, Mails and General—J. S. Van Buren.
 BAIKAL, Russian steamer, 717, Kashkin, 13th Jan.—Manila 6th Jan., Ballast—Order.
 BRAEMAR, British steamer, 2,316, Wm. Watt, 4th Feb.—London via Forts 31st Dec., General—Dodwell & Co., Ltd.
 DYODON, Norwegian steamer, 771, Th. Carlsen, 12th Jan.—Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieler & Co.
 DAPHNE, German steamer, 1,291, E. Schipper, 1st Feb.—Swatow 31st Jan., Ballast—Siemssen & Co.
 DIAMANT, British steamer, 1,255, J. Rattenbury, 30th Jan.—Manila 25th Jan., and Amoy 28th, General—Shewan, Tomes & Co.
 EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R. 21st Jan.—Vancouver 30th Dec., and Shanghai 18th Jan., Mails and General—C. P. R. Co.
 ERICA, German steamer, 1,217, Zindel, 20th Jan.—Singapore 12th Jan., General—Jensen & Co.
 FERONIA, British steamer, Kent, 1st Feb.—Mororan 20th Jan., Coal—Dodwell & Co., Ltd.
 GLENARTNEY, British steamer, 1,063, G. E. Warner, R.N.R., 4th Feb.—London and Singapore 28th Jan., General—McGregor Bros. & Co.
 GLENOLLY, British steamer, 3,750, W. Frazer, 9th Jan.—Shanghai 6th Jan., General—Dodwell & Co., Ltd.
 HAITAN, British steamer, 1,183, J. S. Roach, 5th Feb.—Fuzhou 2nd Feb., Amoy 3rd, and Swatow 4th, General—Douglas, Lapraik & Co.
 HALIOTOS, Dutch steamer, 1,195, Non Kigin, 1st Feb.—Fuzhou 30th Jan., Petroleum—Arnhold, Karberg & Co.

HANG SANG, British steamer, 1,356, S. Wilde, 27th Jan.—Swatow 26th Jan., General—Jardine, Matheson & Co.
 HONGKONG, French steamer, 736, I. Pannier, 4th Feb.—Haiphong and Hoihow 3rd Feb., Rice—A. R. Marry.
 HOP SANG, British steamer, 1,358, H. Rooper, 5th Feb.—Hongkong 3rd Feb., Coal—Jardine, Matheson & Co.
 ICHANG, British steamer, 1,240, W. L. Jones, 26th Jan.—Canton 25th Jan., General—Butterfield & Swire.
 INDRANI, British ship, 3,266, Hill, R.N., 5th Feb.—Shanghai 2nd Feb., General—Jardine, Matheson & Co.
 KINAS GORTSCHAKOW, Russian steamer, 2,410, J. Horosc, 5th Feb.—St. Petersburg and Odessa 21st Dec., General—Bradley & Co.
 KVALVEN, Norwegian steamer, 1,576, J. Kanily, 5th Feb.—Moj 30th Jan., Coals—Butterfield & Swire.
 KYOTO MARU, Japanese steamer, 1,640, T. Sakurai, 4th Feb.—Kuchino 29th Jan., Coal—Mitsui Bussan Kaisha.
 LOONANG, British steamer, 1,092, G. S. Weigall, 3rd Feb.—Manila 31st Jan., Hemp—Jardine, Matheson & Co.
 MADELINE, German steamer, 1,600, C. Hennrichsen, 3rd Jan.—Canton 2nd Dec., Coal—Arnhold, Karberg & Co.
 MATOYA MARU, Japanese schooner, 121, Doeh, 27th Jan.—Manila 20th Jan., Ballast—Master.
 MAUSANG, British steamer, 1,614, W. D. Welsh, 30th Jan.—Sandakan 2nd Jan., Timber and General—Jardine, Matheson & Co.
 ORO, British steamer, 1,299, W. Smith, 5th Feb.—Singapore 26th Jan., General—Dodwell & Co., Ltd.
 PELAYO, British steamer, 1,100, Prynn, 4th Feb.—Philippines, 1st Feb., Petroleum—Geo. McBurn.
 PERLA, British steamer, 2,000, Geo. Blackland, 4th Feb.—Manila 1st Feb., Ballast—Shewan, Tomes & Co.
 PHRA CHULA CHOM KLAM, German steamer, 1,012, C. Kumpel, 1st Feb.—Bangkok and Aug Hin 25th Jan., Rice—Butterfield & Swire.
 PETRARCH, German steamer, 1,257, H. Uecker, 26th Dec.—Labuan 12th Dec., Sugar—Sander, Wieler & Co.
 SALAMANA, British steamer, 883, J. H. Anderson, 16th Dec.—Moj 9th Dec., Coal—Bradley & Co.
 SISHAN, British steamer, 845, W. J. Jones, 4th Feb.—Saigon 29th Jan., Rice and Meal—Bradley & Co.
 TOSA MARU, Japanese steamer, 3,610, A. Christensen, 2nd Feb.—Seattle—Shanghai 30th Jan., General—Nippon Yusen Kaisha.
 TSINTAU, German steamer, 1,006, J. Sanders, 5th Feb.—Bangkok 28th Jan., Rice—Butterfield & Swire.
 WONGKHO, German steamer, 1,118, W. Bartling, 1st Feb.—Bangkok 22nd Jan., Teakwood and Rice—Butterfield & Swire.

Sailing Vessels.

DUNSLAW, British bark, 1,537, Nichol, 30th Jan.—Cardiff 28th Aug., Coal—Admiralty.
 FRED, P. LITFIELD, American bark, 1,080, Allen Fulton, 13th Dec.—Fremantle—H. A. 15th Sep., Sandalwood—Order.
 HERA, JOHANN, ADRECHT, German schooner, 701, Andersen, 10th October—Manila 6th Oct., General—Master.
 INVERMAY, British ship, Lamont, 18th Jan.—Cardiff 13th Aug., Patent Fuel—Admiralty.
 IVY, American ship, 1,181, Stinson, 30th Jan.—Modoral 15th Nov., Timber—Order.
 LOTHIAN, Italian bark, 678, Borzo, 24th Jan.—Callao 10th Nov., Sugar—Carlowitz & Co.
 LUCIA, British bark, 610, A. Andersen, 19th Jan.—Rajang (Horne) 22nd Dec., Timber—Sander, Wieler & Co.
 MONIA, German bark, 1,921, F. Rowehl, 18th Jan.—Cardiff 23rd May, Coal—E. A. J. Harding Co.
 NIOLA, Norwegian bark, 649, Cardain, 3rd Jan.—Fremantle, Wash. and Australia 21st Oct., Sandalwood—Order.
 SIERRA MIRANDA, British ship, 1,740, A. Macdonald, 2nd Feb.—Cardiff 23rd Sept., Fuel—Admiralty.
 VALE OF DOON, British bark, 669, J. Petersen, 16th Dec.—Rajang 18th Nov., Timber—Sander, Wieler & Co.
 WEST YORK, British bark, 706, W. S. Forster, 20th Dec.—Callao 10th Oct., Ballast—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 6th, 1902.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Hongkong.
Albion, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchong.
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starlin, Shanghai.
Argentine, 1st-class cruiser, 14,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.
Astron, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Singapore.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Amoy.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Lenke, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 i.h.p., Commander E. H. Martin, Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.
Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.
Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Pagel, C.M.G., cruising.
Essex, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. W. Forbes, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beatty Pownall, Canton.
Glory, 1st-class flagship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, Singapore.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. C. C. Hardy.
Hammer, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N. Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.
Oliver, torpedo-boat destroyer, 350 tons, 6 guns, 6,200 i.h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.
Phaenix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt.-and Comdr. A. H. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.
Flora, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, en route Singapore.
Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Singapore.
Robin, over-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 950 tons, 3 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sunflower, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. Lockhart, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 775 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stimpford, Hongkong.
Tamar, receiving ship, 4,500 tons, Commodore Powell, C.B., Hongkong.
Terrile, 2nd-class gunboat, 1,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw torpedo-boat destroyer, 301 tons, 6 guns, 6,000 i.h.p., in reserve.
Wyvern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kinkiang.
Woodruff, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Koninkrijk Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,000 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. Jose de Lencastre, Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 6,900 tons, 9,755 i.h.p., Capt. V. Bress Ritter v. Sanbuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 6,000 tons, twin screw, 36 guns, 9,500 i.h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vsevolodsky, at Tientsin.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 i.h.p., Captain Eliskis, at Nagasaki.
Bobro, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 31 guns, 7,000 h.p., Comdr. Roman, Singapore.
Gaidamak, Russian cruiser, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
Gremiatzky, Russian armoured cruiser, 1,192 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Shanghai.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjuria, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yankuski, at Nagasaki.
Nayevskiy, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otrava, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Shanghai.
Petrovich, Russian battleship, 12,000 tons, Capt. Greivais, at Nagasaki.
Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.
Roraynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Kelnusky, at Hongkong.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 4,200 h.p., Capt. Barronoff, at Nagasaki.
Sisot Veliky, Russian battleship, 8,800 tons, 14 guns, 8,500 i.h.p., Capt. Tarassoff, at Manila.
Sivouch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sweetgrip, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Singapore.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.
Zabzaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurin, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Nevakovsky, at Shanghai.
Forl, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kastalka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kil, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
Nirgen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossia, Russian torpedo boat, 87 tons, 4 guns, 4,900 h.p., 22 knots.

Polotsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisot, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Spiridonoff, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Soctchinsk, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Steriana, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strass, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungurs, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Burg, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. Y. Dulosoff.
 * Flagship of Rear-Admiral Rennoff.

THE GERMAN SQUADRON.

Bismarck, German cruiser, 1,830 tons, 8 guns, Comdr. von Basswitz, at Saigon.
 * *First Bismarck*, German flagship, 6,065 tons, 36 guns, Capt. Friederich, en route Singapore.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geir, German cruiser, 1,600 tons, 8 guns, Capt. Hazer, at Shanghai.
 * *Hansa*, German cruiser, 6,860 tons, 30 guns, Capt. Paschen, at Wosung.
Hela, German despatch vessel, 2,000 tons, 12 guns, Capt. Kumpel, at Wosung.
Herrha, German cruiser, 5,600 tons, 30 guns, Capt. Kumpel, at Saigon.
Illia, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Schamer, at Shanghai.
Irene, German cruiser, 4,200 tons, 8 guns, 2,030 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 10 guns, 14,000 h.p., Capt. Stein, at Amoy.
 * *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorf, at Wosung.
Luch, German gunboat, 550 tons, 10 guns, Comdr. Jaehnhardt, at Shanghai.
Schwalle, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Mittelsdorf, at Hongkong.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
 No. 99, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 No. 97, German torpedo-boat, 350 tons, Capt. Hill, at Shanghai.
 No. 98, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bahme, Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 10 guns, 9,000 i.h.p., Capt. Defevre, at Shanghai.
Chastellux, 2nd-class cruiser, 3,725 tons, 10 guns, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Hongkong.
Comete, gunboat, 600 tons, Capt. Lohel, at Canton.
Decadet, gunboat, 640 tons, Capt. Leamecy, at Pakhoi.
 * *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 26 guns, 13,500 i.h.p., Capt. D. du Fourat, Tonkin.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Capt. I. de Saune, at Saigon.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Franco, 3rd class cruiser, 3,900 tons, Capt. Allard, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,100 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Sfax, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 800 i.h.p., Capt. Morinet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bonnessaur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, at Hongkong.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Comdr. G. B. Bardslaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,799 h.p., Comdr. S. W. Verry, at Shanghai.
Celtia, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Force, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Merz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. disilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazzo, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 4500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,600 tons, 6 guns, 3,000 h.p., Capt. F. P. Gilman, at Canton.
Muscovy, U.S. gunboat, 1,770 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Montevideo, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pignam, at Shanghai.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S.